

¹/₁₀ BRITISH GRAND PRIX

The tracks built by the Eden Park Overlanders, the club which was hosting this year's British Grand Prix, were outstanding. We thought they were probably the best we have seen in five years of racing and the trackside facilities were also superb. Tracks!?, yes two — one for the 2WD which took place Friday and Sat. am and another for the 4WD on Sat. pm and Sunday. The surface was grass, cut short with a variety of dangers for the unwary driver, including sleeping policemen and tight chicanes. They proved to be drivers

tracks where skill and horsepower were of equal importance.

An early start Friday morning saw everyone into the 2WD practice and four rounds of qualifying followed. The weather was typically Carribean (clouds made one appearance late Sunday evening) so everyone was guaranteed at least a suntan! Quite a few drivers from the continent were competing and a quick nose around

in the large pitting marquee saw a variety of equipment in use. Race organisation was excellent, with John Cheeseman, keeping the event moving to the timetable. SRM's Mick Langridge, ran the sophisticated lap counting system and David Booth (EFRA Race Referee) policed the event, vigilant in his task to ensure clean driving. Colin Moore was Scrutineer, with Roger Cull as Re-

Es West visits Eden Park to watch Jamie Booth take both 2 and 4 W.D. laurels.



***A study in concentration!
2W.D. finalists before the start.***

TISH DIPRIX



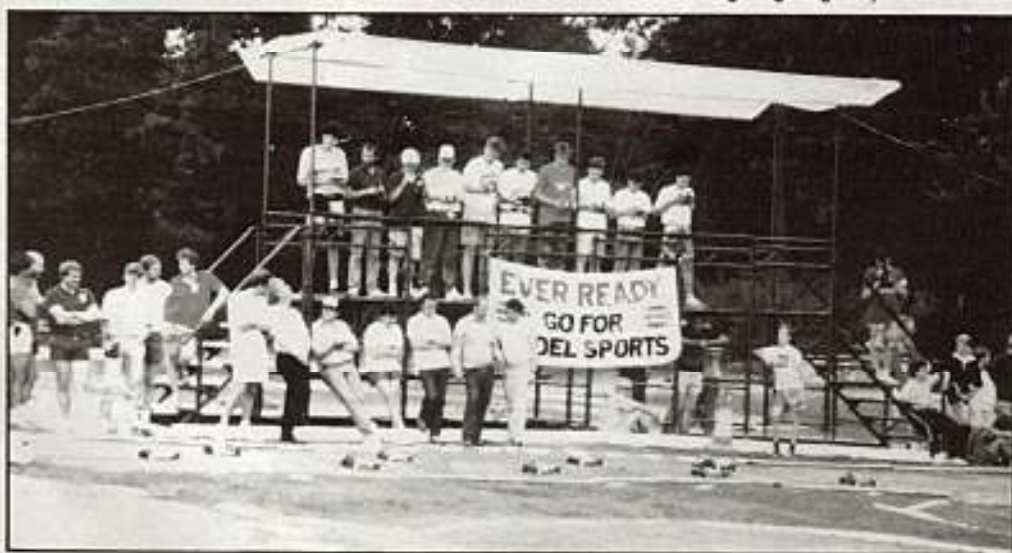


⊙ Almost off at the start of the 2W.D. final.



⊙ Anyone for a caption contest? What is Richard Isherwood saying to Robin Smith? No prize will be awarded for the best caption.

⊙ Overall view of both tracks.



ferre and a variety of non-descripts, such as yours truly were helping out. John Stringfellow was there to help keep the meeting running smoothly as Race Director...which it did, the first two days.

The 2WD rounds were concluded and Euro Champ Jamie Booth was holding TQ, followed closely by Ben Sturham, Kevin Moore and Lawrence Harris. Xmas tree finals were being run, so these four top qualifiers automatically moved straight into the 'A' final. The six remaining 'A' places were fought for in a series of finals, which took place throughout the morning, and this made for exciting racing. The track became very dusty and slippery in places, and contri-

buted to the fact that several top drivers didn't make it. Of course there were a lot of hard luck stories as always, but eventually it was time to run the 'A' finals, over three legs, to find the winner.

Jamie Booth showed his domination of 2WD this year and ran out a comfortable winner, with Kevin Moore and Lawrence Harris putting up the most serious challenges and finishing second and third respectively. Jamie won all three 'A' finals and the Topcat, underlining its success in the British Nationals, proved to be the car to beat taking the top 7 places.

We had had a great day-and-half racing, and were eagerly anticipating the 4WD confrontations...

The 4WD track was longer than the other and contained some very fast and some very tricky sections. Most drivers found to their cost that a great deal of care as well as skill was needed to negotiate the sleeping policemen after the main straight, and a couple of the tight chicanes caught everyone out. Practice was followed by two rounds of heats to complete the day and the final two rounds were to be run Sunday morning with Xmas tree finals to follow. James Booth Esq. was the only driver to make 13 laps and held the TQ after two rounds followed by Steve West and Ben Sturham.

Racing finished for the day and it was down tools and off to the Bar-b-que and Disco where live (I use this word very loosely) entertainment was provided by Jason Varley break dancing, and 'Fred and Ginger' Drescher jiving! A great evening.

Sunday morning dawned and so did the problems. The computer went on a bender several times and to cut a long, long, long story short we had to

2WD TECH CHART

Driver	Final Pos.	Qual. Pos.	Sponsor	Car	Motor	Cells	Speedo	Servo	Tyres	
									Front	Rear
Jamie Booth	1	1	Schumacher Reedy	Topcat	Reedy Pink Dot 15 x 2	Schumacher SCE	Nosram	KO Fet	2 Row Studs	Hard Cat Spikes
Kevin Moore	2	3	Schumacher Parma Nosram	Top Cat	Parma 13 x 2	Moore Power	Nosram	KO Fet	Rib/ Spikes Hard	6 x 20 Spikes
Lawrence Harris	3	4	MG SRM Nosram	Top Cat	MG 16 x 3	MG	Nosram	KO Fet	2 Row Studs	Hard Spikes
Ben Sturnham	4	2	CS Schumacher	Top Cat	Yokomo 17 x 2	Pete's Awesome SCRs	CS	KO Fet	Hard Rib Spikes	6 x 20 Hard Spikes
David Emin	5	10	STS Racing	Top Cat	STS 14 x Quad	Moore Power	Nosram	Futaba 9101	Hard Rib Spikes	6 x 20 Spikes
Mark Tatman	6	6	Model Images	Top Cat	Twister 15 x 2	Parma Laser SCE	Black Box	Futaba 131SH	2 Row Studs	Hard Spikes
Guy De Weerd	7	7	Schumacher	Top Cat	Revolution 16 x Quin	LDW	Novak Tix	Robbi RS650	2 Row Studs	6 x 20 Spikes
Jason Varley	8	9	Central Models	Losi JRX	Losi 'Juniors Choice' 17 x 2	Prime Time	Nosram	KO Fet	Hard Spikes	Hotlap TR9
Rory Cull	9	5	Reedy Associated	RC10	Reedy Blue Dot	Associated	Nosram	Futaba 131SH	Cat Rib/ Spike Hard	Associated TQ20
Brennan Ralls	10	8	Ralls Models	Top Cat	Losi JR's Choice	Prime Time	Nosram	Futaba 131SH	2 Row Studs	Hard 6 x 20 Spikes

4WD TECH CHART

Driver	Final Pos.	Qual. Pos.	Sponsor	Car	Motor	Cells	Speedo	Servo	Tyres	
									Front	Rear
Jamie Booth	1	1	Schumacher Reedy	Cat	Reedy Gold Star 14 x 2	Schumacher SCE	Nosram	KO Fet	Cut Hard Spikes	Cut Hard Spikes
Rory Cull	2	2	Schumacher Reedy	Cat	Reedy Pink Dot 15 x 2	Schumacher SCE	Nosram	KO Fet	Cut Hard Spikes	Cut Hard Spikes
Steve West	3	3	Nosram TMS SRM	Cat	TMS Tornado 13 x 2	Parma SCE (Glyn's Cells)	Nosram	KO Fet	Hard Spikes Cut	Hard 6 x 20 Spikes
Richard Isherwood	4	7	Pending	Cat	Peak Perform 15 x Quad	Reedy SCE	Sanwa Vortex	KO Fet	Cut Hard Spikes	Yokomo SQ Blocks
Kevin Moore	5	8	Schumacher Parma Nosram	Cat	Parma 3 x 12	Moore Power SCE	Nosram	KO Fet	Cut Hard Spikes	Cut Hard Spikes
Otto Ganss	6	6	Schumacher CS	Cat	Twister 17 x 2	CS Electronic SCE	CS	Multiplex	Cut Hard Spikes	Cut Hard Spikes
Denzel McBurney (N. Ireland)	7	10	—	Cat	MG 15 x 2	White Lightning	Novak	Futaba 131SH	Cat Hard Spikes	Hard Spikes
Andy Carter	8	9	Radio Active Parma	Cat	Parma 14 x 2	Parma SCE	Futaba 116	Futaba 131SH	Cut Hard Spikes	Cut Hard Spikes
Steve Haynes	9	5	CML Nosram	Cat	Revolution 16 x Quin	Prime Time	Nosram	Futaba 131SH	Cut Hard 2 Row Studs	Cut Hard Spikes
Ben Sturnham	10	4	Schumacher CS	Cat	Yokomo 15 x 2	Pete's Awesome SCR's	CS	KO Fet	Cut Hard Spikes	Cut Hard 6 x 20 Spikes



A large marquee made certain that there was room for all.

4W.D. A, 1, 2, 3, L to R. Rory Cull, Jamie Booth and Steve West.





manually sort all of the four qualifying rounds and a couple of hours were lost, during the day. Because of this, a decision was taken by the Officials to discard the running of the Xmas tree finals and to run finals on an A-Z basis. Time was the main problem as Xmas tree finals take over 4 hours to complete, and for some drivers, finishing after 8pm would have seen them missing planes or ferries. No one thought this a very satisfactory state of affairs but it was the only choice. This decision caused much controversy, political I might add with the usual outcome of the drivers being the ones to suffer.

Back to the racing. The track was slightly slower on the Sunday although Jamie, Rory Cull, Steve West and Ben Sturnham did post some excellent times to take the top 4 places.

A delay of very large proportions ensued before the finals began, when some great driving took place on a track which was now dusty and wearing in places but still very fast. Skill level was tremendous and spectators

must have enjoyed the competitiveness of all the finals. Craig Drescher won the 'B' final, followed closely, in the end, by Chris Boakes (welcome back Chris) and Leigh Edwards also showed enough promise to suggest he will be pushing the 'Superstars' before long.

The 1st leg of the 'A' finals turned to disaster for Steve Haynes. He led after a scrappy start, and was winning comfortably near the end of the race until a steering link came loose and let Rory in to win. Jamie led the 2nd and 3rd legs from start to finish to complete the double and win the 4WD GP. Rory Cull was 2nd overall and Steve West, who had fought his way back, from the rear of the field in all 3 legs took a well deserved 3rd place. A quick look at the tech charts will show that all 10 'A' finalists were driving 'Cats' and a new generation of this most successful buggy was unveiled by the man himself, Cecil Schumacher. Called the 'Procat'...its got to be another winner.

Despite the computer problems

we had witnessed a great weekends racing, marred only by the controversy and, to my mind, the petty-mindedness of the decision not to present the 4WD winners with their customary laurels and champagne. Its a shame that the drivers (innocent party again) were the ones to suffer. Why penalise the first three, who incidentally were the top three qualifiers when an admin error was to blame? I think they deserved better. I would like to thank everyone for their efforts not least of all 'Cheggers' Chaplin, who did sterling work helping to do the manual sort when we were up to our armpits in paper.

Eden Park Overlanders can be proud of their club. I wish them every success in their efforts to hold the 1991 European Championships. I can think of no better British venue. ○

2WD A Final Finishing Positions

- 1 Jamie Booth.
- 2 Kevin Moore.
- 3 Lawrence Harris.
- 4 Ben Sturnham.
- 5 David Ermin.
- 6 Mark Tatman.
- 7 Guy De Weerd.
- 8 Jason Varley.
- 9 Rory Cull.
- 10 Brennan Ralls.

4WD A Final Finishing Positions.

- 1 Jamie Booth.
- 2 Rory Cull.
- 3 Steve West.
- 4 Rich Isherwood.
- 5 Kevin Moore.
- 6 Otto Gans.
- 7 Denzil McBurney.
- 8 Andy Carter.
- 9 Steve Haynes.
- 10 Ben Sturnham.

Congratulations All